

**City of Greensboro Planning Department  
Zoning Staff Report  
March 14, 2005 Public Hearing**

*The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.*

**Item:** M

**Location:** South side of East Lee Street and north side of the Greensboro Urban Loop between Rothwood Acres Drive and Glen Laurel Drive

**Applicant:** Amy E. Andrews

**Owner:** Mr. and Mrs. Russell H. Rich, Ms. Murrill W. Rich, Mr. Carl R. Rich, Ms. Lois R. Harris, Ms. Tammie A. Nichols, Ms. Amy E. Andrews & Mr. Larry T. Andrews

**From:** County Zoning Agricultural

**To:** City Zoning Conditional District – Planned Unit Development – Residential

- Conditions:**
- 1) For residential use only.
  - 2) The western portion of the subject property consisting of approximately 32.27 acres and shown as Tract “A” on the sketch plan previously submitted and approved by the Greensboro Planning Department (the “Sketch Plan”) shall be developed with either townhouses or a combination of attached townhouses and detached single family residences. The total number of such residences within such Tract A shall not exceed 125.
  - 3) The eastern portion of the subject property consisting of approximately 16.07 acres and shown as Tract “B” on the Sketch Plan shall be developed solely with detached single family residences, the total number of which shall not exceed 73.
  - 4) Each residence to be designed for sale.
  - 5) Berms are to be provided and maintained along the frontage of the development along the boundary abutting the right-of-way for East Lee Street and in between any driveways and roadways opening directly onto East Lee Street. Except where the ends of the berms shall slope downwards toward any driveway, roadway or the property line of the properties adjacent to and outside of this subject development, such berms shall be essentially 3 to 5 feet in height above the shoulder of the portions of East Lee Street immediately adjacent thereto.

SITE INFORMATION	
<b>Max. Developable Units &amp; Density</b>	198
<b>Net Density of Developable Land</b>	198
<b>Existing Land Use</b>	Undeveloped
<b>Acreage</b>	48.34
<b>Physical Characteristics</b>	<i>Topography:</i> Gently rolling <i>Vegetation:</i> Wooded <i>Other:</i> N/A
<b>Overlay Districts</b>	N/A
<b>Historic District/Resources</b>	N/A
<b>Generalized Future Land Use</b>	Low Residential
<b>Other</b>	N/A

SURROUNDING ZONING AND LAND USE		
<b>Location</b>	<b>Land Use</b>	<b>Zoning</b>
<i>North</i>	Single Family Residential	RS-40 / RS-20
<i>South</i>	I-85 ROW	
<i>East</i>	Undeveloped / Single Family Dwelling	AG
<i>West</i>	Rural Residential	AG

ZONING HISTORY		
<b>Case #</b>	<b>Year</b>	<b>Request Summary</b>
		N/A

DIFFERENCES BETWEEN AG (EXISTING) AND CD-PDR (PROPOSED) ZONING DISTRICTS
<b>AG:</b> Primarily intended to accommodate uses of an agricultural nature, including farm residences and farm tenant housing. It also accommodates scattered non-farm residences on large tracts of land. It is not intended for major residential subdivisions.
<b>CD-PDR:</b> Intended to accommodate a variety of housing types developed on large tracts in accordance with a Unified Development Plan. Also accommodates neighborhood business and office uses which primarily serve nearby residents.

TRANSPORTATION	
<b>Street Classification</b>	Lee Street – Major Thoroughfare, Youngs Mill Road – Major Thoroughfare.
<b>Site Access</b>	Three access points are proposed for this development. Street stubs may be required both to the east and the west at the plan review stage.
<b>Traffic Counts</b>	No 24 hour counts available.
<b>Trip Generation</b>	Weekday = 1,571, AM Peak Hour = 124, PM Peak Hour = 156.
<b>Sidewalks</b>	Requirement per Development Ordinance.
<b>Transit</b>	No.
<b>Traffic Impact Study</b>	Yes, required per TIS Ordinance. See the Additional Information section of this staff report.
<b>Street Connectivity</b>	N/A.
<b>Other</b>	N/A.

ENVIRONMENTAL REVIEW	
<b>Water Supply Watershed</b>	Yes, Lake Mackintosh
<b>Floodplains</b>	100yr floodplain encroaches onto site at eastern property line
<b>Streams</b>	5 potential stream on-site. If perennial, they require a 100' buffer on each side measured from top of bank. No BUA is allowed within the buffer.
<b>Other</b>	Max BUA allowed is 70%. A BMP is required to treat all proposed BUA to meet watershed regulations.

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	N/A
<i>South</i>	N/A
<i>East</i>	N/A
<i>West</i>	N/A

## CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

### Connections 2025 Written Policies:

*Growth at the Fringe Goal:* Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

*POLICY 4G.1:* Promote compact development.

**Housing and Neighborhoods Goal:** Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

**POLICY 6A.2:** Promote mixed-income neighborhoods.

**POLICY 9A.5:** Continue to link City-initiated annexations and approvals of annexation petitions for water/sewer extension policies regarding designated growth areas.

**Connections 2025 Map Policies:**

*The area requested for rezoning lies within the following map classifications:*

**Low Residential (3-5 d.u./acre):** This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

**Tier One (Current Growth Area):** Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City's development pattern shall be encouraged over the next ten years.

**CONFORMITY WITH OTHER PLANS**

*The following aspects of relevant plans may be applicable in this case:*

**City Plans:** N/A

**Other Plans:** N/A

**STAFF COMMENTS**

**Planning:** This Utility Agreement and Annexation Petition was submitted by owners of this property north of new Interstate 85. The petitioners property is 2.0 miles from the primary city limits and just over a mile from three previous satellite annexations.

The property is in the Tier One (Current Growth Area) on the Growth Strategy Map of Connections 2025. The property is classified as Low Residential (3-5 dwelling units/acre) on the Generalized Future Land Use Map. This Conditional District – PDR request is consistent with that land use classification since Tract A will be developed at a density of 3.87 units per acre and Tract B will be at 4.54 units per acre.

There are 8" city water lines in East Lee Street about 750 feet east and 1,350 feet west of this property and the developer would need to install a water line to connect these. There is an 8" dry sewer line running under new I-85. The developer would need to run an additional sewer line south of I-85 for about 1,100 feet eastward to connect the dry line to a 24-inch outfall along Little Alamance Creek.

At the February 15, 2005 meeting, the Greensboro Planning Board unanimously recommended in favor of the annexation.

This proposal is consistent with a number of Connections 2025 goals and policies as described above. It meets the Growth at the Fringe goal, as well as the Housing and Neighborhoods goal. It promotes compact development and continues to link annexations to designated growth areas. Finally, the proposal provides for a diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

**GDOT:** No additional comments.

**Water Resources:** Possible on-site detention may be required to meet quantity ordinance.

Site may potentially have wetlands. If any disturbance to wetlands is proposed and/or any stream crossing is proposed permits will have to be obtained from the state and corps of engineers prior to construction.

### **STAFF RECOMMENDATION**

Based on all the information contained in this report, the Planning Department recommends approval.

## ADDITIONAL INFORMATION

### **Proposed East Lee Street Development- Traffic Impact Study**

Prepared for Carl Rich

**December 18, 2004**

### **Executive Summary**

Mr. Carl Rich and family propose to rezone their property off East Lee Street in Greensboro, NC (see figure 1) for future residential development (PUD Zoning). A site plan is currently under development. The plan will allow for up to 200 residential units. The petitioners propose to have three access points along East Lee Street.

The City of Greensboro has requested a traffic analysis to determine the effect of this proposed project. Transportation engineering consultant firm *John Davenport Engineering Inc.* was contracted to provide the traffic study for this proposed development. The following intersections were included in the study:

- East Lee Street @ Youngs Mill Road
- Youngs Mill Road @ I-85 SB Bypass Ramp
- Youngs Mill Road @ I-85 NB Bypass Ramp
- East Lee Street @ the proposed Access Points (3)

These intersections were analyzed for 2004 existing conditions (where applicable), No-build conditions, and Full build-out conditions. The site is proposed to be built-out by 2009.

This proposed development is expected to generate approximately 1,571 daily weekday trips; with 124 trips during the AM peak and 156 trips during the PM peak (see table 1). The following is a level of service table for the projected impact of this development.

Table 2 - Level of Service Summary						
<u>Intersection</u>	AM Peak			PM Peak		
	2004 Existing	2009 No Build	2009 Buildout	2004 Existing	2009 No Build	2009 Buildout
East Lee @ Youngs Mill	A (9.2)	A (9.3)	A (9.7)	A (9.1)	A (9.2)	A (9.5)
Youngs Mill @ I-85 SB	B (10.7)	B (11.2)	B (11.3)	B (10.1)	B (10.4)	B (10.5)
Youngs Mill @ I-85 NB	B (10.1)	B (10.4)	B (11.0)	A (9.9)	B (10.2)	B (10.7)
East Lee @ Access 1			B (11.5)			B (11.4)
East Lee @ Access 2			B (10.0)			B (10.1)
East Lee @ Access 3			A (8.7)			A (8.9)

The following are the recommendations for improvements made in this report:

Youngs Mill Road @ East Lee Street

- No improvements are recommended.

Youngs Mill Road @ I-85 SB Ramp

- No improvements are recommended.

Youngs Mill Road @ I-85 NB Ramp

- No improvements are recommended.

East Lee Street @ the proposed Access Points

- If three driveways are approved as requested, it is recommended that a center left turn lane be constructed along East Lee Street across all three access points. Additionally, it is recommended that at least one of the access points be located directly across from one of the existing Flora Vista Circle intersections on East Lee Street (see report).

Based on all available data, the trips from the proposed development will have a minimal impact on the surrounding roadways. The improvements from the I-85 project in place along Youngs Mill Road are sufficient to handle traffic on that roadway. The proposed improvements along East Lee Street will handle the project traffic on that roadway. Overall, the construction of this development should not adversely affect the surrounding area.